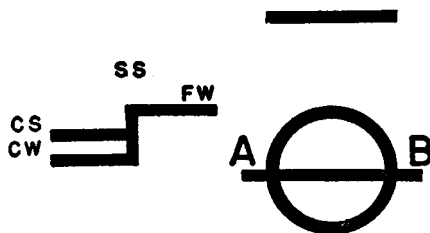


(c) Where the Special Service Load Line Certificate is issued in addition to an Unlimited Coastwise or International Load Line Certificate, the wording of the Special Service Load Line Certificate is to be identical to that given in paragraph (a) of this section, but the markings indicated in the form shall be replaced by the following markings:



Subpart C—Rules for Assigning Working Freeboards to Hopper Dredges

SOURCE: CGD 76-080, 54 FR 36977, Sept. 6, 1989, unless otherwise noted.

§ 44.300 Applicability.

This subpart applies to each self-propelled hopper dredge—

- (a) For which a working freeboard assignment is desired after January 1, 1990; and
- (b) That operates with a working freeboard assigned under this subpart.

§ 44.310 Definitions.

Hopper dredge means a self-propelled dredge with an open hold or hopper in the hull of the dredge that receives dredged material.

Working freeboard means one-half the distance between the mark of the load line assigned under this subchapter and the freeboard deck.

§ 44.320 Submission of plans and calculations.

To request a working freeboard, calculations, plans, and stability information necessary to demonstrate compliance with this subpart must be submitted to the:

- (a) Commanding Officer, U.S. Coast Guard Marine Safety Center (G-MSD), 400 Seventh Street SW., Washington, DC 20590-0001; or
- (b) American Bureau of Shipping, 45 Eisenhower Drive, Paramus, New Jersey 07652-0910.

§ 44.330 Obtaining working freeboards for hopper dredges.

A hopper dredge may be issued a working freeboard on a limited service domestic voyage load line certificate or a Great Lakes load line certificate if the following are met:

- (a) The hopper dredge structure must have adequate strength for any draft up to the working freeboard draft. Dredges built and maintained in conformity with the requirements of a classification society recognized by the Commandant usually meet this requirement.

- (b) The hopper dredge must—

- (1) Meet subpart I of part 174 of this chapter; and
- (2) Have on its bridge remote draft indicators that:
 - (i) Show the fore, aft, and mean draft of the dredge at all times while the dredge is operating; and
 - (ii) Have each indicator marked with the assigned freeboard and the working freeboard.

§ 44.340 Operating restrictions.

- (a) Each hopper dredge assigned a working freeboard may be operated at drafts from the normal freeboard to the working freeboard if the—

- (1) Seas are not more than 10 feet;
- (2) Winds are not more than 35 knots;
- (3) Area of operation is not more than 20 nautical miles (37 kilometers) from the mouth of a harbor of safe refuge; and
- (4) Specific gravity of the spoil carried is not more than the highest specific gravity of spoil used in the stability calculations required by subchapter S of this chapter.

Part 45

(b) The Assigning Authority designates on the face of the dredge's load line certificate—

(1) Each restriction contained in paragraph (a)(1) through (a)(3) of this section; and

(2) The maximum specific gravity of the spoils allowed to be carried.

PART 45—GREAT LAKES LOAD LINES

Subpart A—General

Sec.

- 45.1 Purpose.
- 45.3 Definitions.
- 45.5 Seasonal application of load lines.
- 45.9 Seasonal application of load lines for vessels not marked under this part.
- 45.11 Issue of load line certificate.
- 45.13 Form of certificate.
- 45.15 Exemptions.

Subpart B—Load Line Marks

- 45.31 Deckline.
- 45.33 Diamond.
- 45.35 Seasonal load lines.
- 45.37 Salt water load lines.
- 45.39 Marking.

Subpart C—Freeboards

- 45.51 Types of ships.
- 45.53 Summer freeboard.
- 45.55 Freeboard coefficient.
- 45.57 Correction: Position of deckline.
- 45.58 Correction: Short superstructure.
- 45.59 Definitions for superstructure corrections.
- 45.61 Correction for superstructures and trunks.
- 45.63 Correction for sheer.
- 45.65 Excess sheer limitations.
- 45.67 Sheer measurement.
- 45.69 Correction for bow height.
- 45.71 Midsummer freeboard.
- 45.73 Winter freeboard.
- 45.75 Intermediate freeboard.
- 45.77 Salt water freeboard.

Subpart D—Conditions of Assignment

- 45.101 Purpose.
- 45.103 Structural stress and stability.
- 45.105 Information supplied to the master.
- 45.107 Strength of hull.
- 45.109 Strength of superstructures and deck-houses.
- 45.111 Strength of bulkheads at ends of superstructures.
- 45.113 Access openings in bulkheads at ends of enclosed superstructures.
- 45.115 Bulwarks and guard rails.
- 45.117 Freeing port area: General.

46 CFR Ch. I (10–1–96 Edition)

- 45.119 Freeing port area: Changes from standard sheer.
- 45.121 Freeing port area: Changes for trunks and side coamings.
- 45.123 Freeing port area: Changes for bulwark height.
- 45.125 Crew passageways.
- 45.127 Position of structures, openings, and fittings.
- 45.129 Hull fittings: General.
- 45.131 Ventilators.
- 45.133 Air pipes.
- 45.135 Hull openings at or below freeboard deck.
- 45.137 Cargo ports.
- 45.139 Side scuttles.
- 45.141 Manholes and flush scuttles.
- 45.143 Hull openings above freeboard deck.
- 45.145 Hatchway covers.
- 45.147 Hatchway coamings.
- 45.149 Machinery space openings.
- 45.151 Other openings.
- 45.153 Through-hull piping: General.
- 45.155 Inlets and discharge piping: Valves.
- 45.157 Scuppers and gravity drains.
- 45.159 Special conditions of assignment for type A vessels.

Subpart E—Unmanned River Service Dry Cargo Barges

- 45.171 Purpose.
- 45.173 Vessels subject to this subpart.
- 45.175 Certification.
- 45.177 Special operation requirements.

APPENDIX A TO PART 45—LOAD LINE CERTIFICATE FORM

AUTHORITY: 46 U.S.C. 5115; 49 CFR 1.46.

SOURCE: CGD 73-49R, 38 FR 12290, May 10, 1973, unless otherwise noted.

Subpart A—General

§ 45.1 Purpose.

This part prescribes requirements for assignment of freeboards, issuance of loadline certificates, and marking of loadlines to meet the requirements of the Coastwise Load Line Act, 1935 (46 U.S.C. 88–88g) insofar as it applies to the Great Lakes of North America.

§ 45.3 Definitions.

As used in this part:

(a) *Length (L)* means 96 percent of the total length on a waterline at 85 percent of the least moulded depth measured from the top of the keel or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that is greater. In ships designed with a rake of keel the waterline on which this length is measured